

*Atule* (SS-403) lying-to off the northwest coast of Greenland during Operation "Nanook," 21 July 1946. (80-G-636420)

The smoke screen provided by the ensuing fires protected the target, and *Pintado* was forced to withdraw.

During the next 10 days, the wolf pack occasionally sighted ships or aircraft, but was unable to attack. On 13 November, *Jallao* reported an enemy ship. *Pintado* and *Atule* altered course to intercept the contact; and, at 0850, *Atule* sighted what appeared to be the foretop of a battleship. At 1000, the enemy contact was established as a carrier, a heavy cruiser, and one destroyer. *Atule* maneuvered to approach the force as closely as possible, hoping that the enemy ships would initiate a "zig-zag" course which would bring them within range of her torpedoes. The Japanese force indeed did begin to "zig-zag"; but, instead of making them vulnerable, the maneuver took the force out of range. At 1115, contact was lost.

Later that day and throughout the next, the submarine played a game of hide and seek with Japanese planes equipped with radar and magnetic detection devices. During this hunt, the Japanese covered all of the wolf pack's radio frequencies and intruded in Japanese as well as English, asking the Americans to "come in, please" in their best imitations of American aviators. *Atule* was forced to dive, zig-zag, and run to evade these planes which dropped 14 depth charges. None came close to *Atule*; but another submarine in the area, *Halibut* (SS-232), was severely damaged. After a circuitous route to avoid Japanese planes, *Atule* began patrolling her assigned scouting station west of Formosa.

There, until after midnight on 20 November, she made only aircraft contacts. The submarine then sighted a slow moving surface vessel and moved in to attack. The night was dark; and the sky, clear. The enemy, identified later as *Minesweeper No. 38*, was protected by a squall during the early phase of *Atule*'s approach, but was perfectly silhouetted against a clear horizon when the submarine fired four torpedoes. The third torpedo hit at the forward stack with a terrific explosion. The target was down by the bow; and, less than three minutes after the hit, its stern reared up as the ship slid under, depth charges exploding as she went down.

On 24 November, *Atule* sighted by periscope one transport with three escorts heading northeast toward Sabtang Island. The submarine surfaced at dark and set course to intercept the transport shortly after midnight. As she set her sights on the target, one of the escorts also moved into view. *Atule* fired six bow tubes and two stern tubes at the overlapping targets, scoring two hits on each. The escort, later identified as *Patrol Boat No. 38*, disintegrated; and the transport, a 266-ton cargo ship named *Santos Maru*, went dead in the water. *Atule* moved out of range of the other two escorts which were wildly searching the area. The transport disappeared from view and from radar, and the submarine returned to patrol.

On 27 November, a radar contact and subsequent visual sighting of a ship at anchor between Dequey and Iduhos Islands gave *Atule* another chance for action. Approaching from the north of Dequey Island, *Atule* closed the transport to 2,000 yards and fired four torpedoes. The four hits spread the length of the ship;

and, in the ensuing fire, the port side was seen to be blown almost completely away. The ship was racked by violent oil and ammunition explosions, and the flames were visible 15 miles away. One hour and eight minutes after the first hit, the ship blew apart. However, *Atule* was never officially credited with this sinking, because a postwar study of Japanese records did not substantiate the loss.

On 28 November, the submarine left her patrol station and headed for Majuro Atoll for refit alongside *Bushnell* (AS-15). Arriving 11 December, *Atule* ended a highly productive first patrol in which she accounted for almost 27,000 tons of enemy shipping destroyed.

*Atule* spent December in upkeep and training, including a six-day coordinated convoy exercise with *Spadefish* (SS-411), *Pompon* (SS-267), and *Jallao*. On 6 January 1945, she departed Majuro in company with these same ships, Comdr. G. W. Underwood in *Spadefish* as group commander. En route to Saipan, "Underwood's Urchins" conducted training dives, emergency drills, and radar tracking exercises.

After a brief stop in Tanapag Harbor alongside *Fulton* (AS-11), *Atule* headed for her patrol area in the Yellow Sea. Since *Pompon* and *Jallao* were delayed, she sailed in company with *Spadefish*, *Bang* (SS-385), and *Devilfish* (SS-292). Prior to her arrival in the patrol area, *Atule* took part in a fruitless search for downed aviators. Reports of sightings of the survivors were not in agreement, and the approximate location could not be determined. The search was abandoned on 17 January. *Pompon* joined the pack on 20 January; and, the next day, they entered the Yellow Sea. While on patrol, *Atule* sighted many sampans and fishing boats, but could not strike a blow at the Japanese fleet until 24 January. On that afternoon, she commenced tracking a merchant ship. At periscope depth, the target was lost in a snow squall, so *Atule* came to radar depth to regain contact, closed for a stern shot, and fired four torpedoes. Two hit their marks—one abreast the stack, the second near the aftermast. The ship, a new 6,888-ton freighter, settled rapidly by the stern. The crew hastily abandoned the ship in time to see the stern break off and disappear. The forward section of the ship bobbed like a cork, so *Atule* surfaced to finish off the freighter with gunfire. The freighter returned fire, and the submarine fired another torpedo, which missed the target. *Atule* retired to await nightfall, when she again failed to sink the hulk with gunfire. She loosed another torpedo, which hit amidships, and the freighter began settling by the bow. *Atule* left the empty hulk in a vertical position with the midship section high in the air. After the war her victim was identified as *Taiman Maru No. 1*.

*Atule* was assigned to patrol in the northern part of the Yellow Sea. The seas were heavy, and the snow and wind combined to create blizzard conditions. After four days, she shifted to the southwest corner of the sea between Korea and China. On 27 January, *Pompon* reported a convoy contact and, together with *Spadefish*, attacked. *Atule* was too distant to join in, but heard several explosions. Early the next day, she gained contact on a

medium transport trying to escape the area of the attack of the previous day, and she gave chase until shoal water and the presence of an enemy escort forced her to veer off.

Floating mines became *Atule's* new targets. During the rest of her patrol, she sighted 29 mines, 23 of which she sank by gunfire, and one which bounced harmlessly down the submarine's side. *Atule* patrolled the Chinese and Korean coastlines and traffic lanes until 22 February, when she headed for Saipan, where she once again moored alongside *Fulton*. On 28 February, she left Tanapag Harbor bound for Midway, where she moored on 7 March.

After refit alongside *Pelias* (AS-14), *Atule* conducted extensive drills in multiple fire torpedo attacks, gunfire, sound training, and evasion exercises. On 2 April, she departed Midway, bound for Guam. After one day alongside *Holland* (AS-3) in Apra Harbor, the submarine departed on 12 April for her patrol area off Bungo Suído. *Gato* (SS-212) covered the east entrance and *Atule* the west. The patrol consisted almost entirely of lifeguard duty and mine destruction. On 4 May, she sighted an enemy submarine, but it escaped before *Atule* could close for attack. On 5 May, *Atule* and a B-29 "Dumbo" plane—which carried a lifeboat for air-sea rescue operations—conducted a coordinated attack on two Japanese planes. *Atule* acted as "fighter" director and vectored the B-29 to the Japanese planes. She then submerged and watched as one plane fled and one was shot down in a very unusual dogfight. *Atule* rescued one badly burned Japanese flier from the wreckage. The war patrol ended on 30 May when *Atule* arrived at Pearl Harbor for a three-week refit by *Euryale* (AS-22).

After a week of drills, *Atule* departed Pearl Harbor on 3 July, bound for a lifeguard station in the Nanpo Shoto. After nine days with little action, the submarine proceeded to her patrol area in Empire waters east of Honshu as part of an attack group which also included *Gato* and *Archerfish* (SS-311). On 12 August, *Atule* gained contact on two ships, later identified as *Coast Defense Vessel No. 6* and *Coast Defense Vessel No. 16*, steaming along the coast. Shallow waters and poor visibility caused *Atule* to set a course to intercept in the vicinity of Urakawa Ko rather than to attack the contacts under such adverse conditions. With the targets overlapping, *Atule* fired six torpedoes. The closer of the two ships—*Coast Defense Vessel No. 6*—exploded with an orange flame and much flying debris. The second target disappeared from radar, but it is not known whether she sank or escaped. On 15 August, *Atule* heard the news of the Japanese capitulation and headed via Midway for Pearl Harbor where she arrived on 25 August. On 30 August, she departed Pearl Harbor via the Panama Canal, bound for New London, Conn.

While in New London, *Atule* was assigned to Submarine Squadron 2 and engaged in training operations for the Submarine School and the Prospective Commanding Officer's School located there. Following Navy Day ceremonies in Washington, D.C., she proceeded to Portsmouth, N.H., for an overhaul which was completed on 3 February 1946.

On 4 July 1946, *Atule* headed for the frozen north as a member of Operation "Nanook." The purpose of this mission was to assist in the establishment of advanced weather stations in the Arctic regions and to aid in the planning and execution of more extensive naval operations in polar and sub-polar regions. In company with *Norton Sound* (AV-11), *Whitewood* (AN-63), *Alcona* (AK-157), *Beltrami* (AK-162), and USCG *Northwind* (WAG-282), *Atule* was to transport supplies and passengers, conduct reconnaissance of proposed weather station sites, train personnel, and collect data on Arctic conditions.

*Atule* rendezvoused with *Northwind* and *Whitewood* off the southwestern coast of Greenland on 11 July 1946 and put into Melville Bight, Baffin Bay, on 20 July, while a PBM reconnoitered Thule Harbor and the approaches to the harbor. Following engine trouble the PBM had made an emergency landing; and *Atule* was dispatched to recover the plane, becoming the first ship of the operation to enter the harbor. *Atule* then conducted tests and exercises in Smith South-Kane Basin with *Whitewood*. During one such exercise, she reached latitude 79 degrees 11 minutes north in the Kane Basin, setting a record for the United States Navy. On 29 July, *Atule* departed Thule, having completed all of her scheduled projects; stopped at Halifax, Nova Scotia; and reached New London late in August to resume her former duties.

On 27 February 1947, *Atule* arrived at Philadelphia for overhaul and inactivation. On 8 September 1947, she was placed out of commission, in reserve, with the New London Group of the

Atlantic Reserve Fleet. After three years in "mothballs," *Atule* was towed to the Portsmouth (N.H.) Naval Shipyard for reactivation and conversion to a Guppy I-A type submarine. Outfitted with a snorkel to permit use of her engines while submerged and a smooth streamlined superstructure for added speed, *Atule* rejoined the fleet a stronger, more versatile warship. On 8 March 1951, the submarine was recommissioned, Lt. Comdr. Benjamin C. Byrnside, Jr., in command.

Assigned to Submarine Squadron 8 in New London, *Atule* conducted a shakedown cruise in the Caribbean and then participated in Fleet and NATO training exercises in the Atlantic and the Caribbean. On 9 February 1952, she departed New London for a tour of duty in the Mediterranean and participation in NATO Exercise "Grand Slam." During the deployment, she visited Gibraltar, Malta, and Marseilles, before arriving back in the United States on 29 March.

After several months of extensive training and preparations, *Atule* participated in LANTSUBEX I from 15 September to 11 October. During this operation, she found herself battling the high seas and 100-knot winds of Hurricane Charlie which at one point rolled her more than 60 degrees to port, washing the officer of the deck and the lookout off the bridge. With safety belts attaching them to the bridge, they were able to climb safely back on board.

On 19 November, *Atule* entered the Portsmouth Naval Shipyard for an overhaul. After the yard work had been completed, she got underway on 4 April 1953 to resume normal operations. During LANTSUBEX II in October, she suffered a serious fire and lost propulsion for approximately six hours in very heavy seas. The submarine arrived in New London on 27 October for repairs, leave and upkeep. She recommenced operations late in January 1954, by sailing to St. Thomas, Virgin Islands, for the annual Operation "Springboard" exercise. Late in February, *Atule* departed St. Thomas for the return trip. But for a two-week visit to the Fort Lauderdale, Fla., area to provide services to the Naval Ordnance Laboratory Test Facility, she remained in New London for five months. Upon her return to New London, *Atule* operated in the local area until February 1955, when she entered the Philadelphia Naval Shipyard for an extensive overhaul which was completed in August. The submarine then resumed training and operations in the New London area. In July 1957, *Atule* cruised to the Mediterranean and operated with the 6th Fleet until October. She entered the Philadelphia Naval Shipyard in January 1958 and departed in July, sailing to a new home port, Key West, Fla., where she was assigned to Submarine Squadron 12. During the fall of 1958, *Atule* became familiar with her new operating area by working with the Operational Development Force assisting in the development and evaluation of new submarine techniques and equipment. She also acted as a target in surface and air antisubmarine exercises. After a Christmas leave period, *Atule* conducted local operations until April 1959, when she participated in an Atlantic Fleet exercise and then resumed local drills.

In July 1960, *Atule* again cruised to the Mediterranean for surface-subsurface training with NATO forces which lasted until October, when she returned to the United States and entered the Charleston Naval Shipyard for a six-month overhaul. After completion of the yard work in April 1961, *Atule* spent 18 months alternating duty at Key West with service at Guantanamo Bay supporting training for the destroyer force in antisubmarine warfare.

In October 1963, the submarine entered the Norfolk Naval Shipyard for an overhaul which ended in February 1964. She returned to Key West and operated from her home port until July when she sailed for the Mediterranean to operate with the 6th Fleet. She returned to her home port in November for routine operations.

In August 1965, *Atule* departed Port of Spain, Trinidad, in company with other United States warships for a goodwill cruise during which she circumnavigated the South American continent. Known as Operation "Unitas VI," this operation promoted cooperation between naval forces of the United States and the participating South American countries. *Atule* drilled with ships of the navies of Venezuela, Colombia, Ecuador, Peru, and Chile as she transited the Panama Canal and headed south along the coast. On 16 October, the submarine entered the Strait of Magellan and arrived at Punta Arenas, Chile, the southernmost city of South America. As she headed north, *Atule's* crew became ambassadors of good will in port calls to Puerto Belgrano, Mar del Plata,

Rio de Janeiro, and San Salvador before disbanding the UNITAS VI task unit in Trinidad on 1 December. The submarine then sailed for home and arrived there on 6 December for a leave and upkeep period that lasted into 1966. She remained in nearby waters for training and routine operations until 5 July when she moved to Charleston for another overhaul.

*Atule* left the shipyard on 26 January 1967 and during the year was assigned to duties at the Prospective Commanding Officers School and Fleet Training Group at Guantanamo Bay, as well as continuing local training. In February 1968, she headed for the Gulf of Mexico and New Orleans to train naval reservists and to celebrate Mardi Gras. The submarine returned via St. Petersburg, Fla., to her home port, where she continued general operations until 7 October when she got underway for her last Mediterranean deployment. After almost four months of exercises with the 6th Fleet, *Atule* returned to the United States on 3 February 1969 and resumed her duties in the local area. On 29 August, *Atule* departed Key West for Philadelphia where she was placed in commission, in reserve, on 15 September. Reclassified AGSS-403 on 1 October, *Atule* was decommissioned on 6 April 1970, and her name was struck from the Navy list on 15 August 1973. She was sold to Peru in July 1974, and renamed *Pacocha* (S 48).

*Atule* earned four battle stars for World War II service.

#### Aubrey Fitch

Aubrey Wray Fitch—born in St. Ignace, Mich., on 11 June 1883—entered the Naval Academy in the summer of 1902 and graduated on 12 February 1906. After serving the two years of sea duty then required by law before commissioning (in armored cruiser *Pennsylvania* and the torpedo boat *Chauncey*) Fitch became as ensign on 13 February 1908 and served afloat in *Rainbow* and *Concord* before receiving instruction in torpedoes at the Naval Torpedo Station, Newport, R.I., in the school conducted on board the old cruiser *Montgomery*.

Upon completion of the torpedo course, Fitch helped to fit out the battleship *Delaware*, which commissioned on 4 April 1910, before returning to Annapolis for consecutive tours of duty at the Naval Academy, first as assistant discipline officer between 1911 and 1912 and later as an instructor of physical training from 1912 to 1913. Service in the destroyers *Balch* and *Duncan* followed before he received his first sea command, the destroyer *Terry*, with the 2d Division, Reserve Torpedo Flotilla, Atlantic Fleet.

After serving on the staff of the Commander in Chief, Atlantic Fleet, Fitch assumed command of the yacht *Yankton* in January 1915, with additional duty as aide to the Commander in Chief.

Relieved of command of *Yankton* shortly after the United States entered World War I in the spring of 1917, Fitch continued his staff duties for another five months before joining *Wyoming* (Battleship No. 32) to serve as her gunnery officer for the remainder of hostilities, as that dreadnought operated with the 6th Battle Squadron, Grand Fleet.

After the armistice, Fitch again served at the Naval Academy once more before becoming, concurrently, inspector of ordnance in charge of the Naval Ammunition Depot, Hingham, Mass., and naval inspector of ordnance in charge at the Naval Coaling Station, Frenchman's Bay, Maine. From August 1920, Fitch commanded a division of fast minelayers, while also commanding in turn *Luce* (DM-4) and *Mahan* (DM-7).

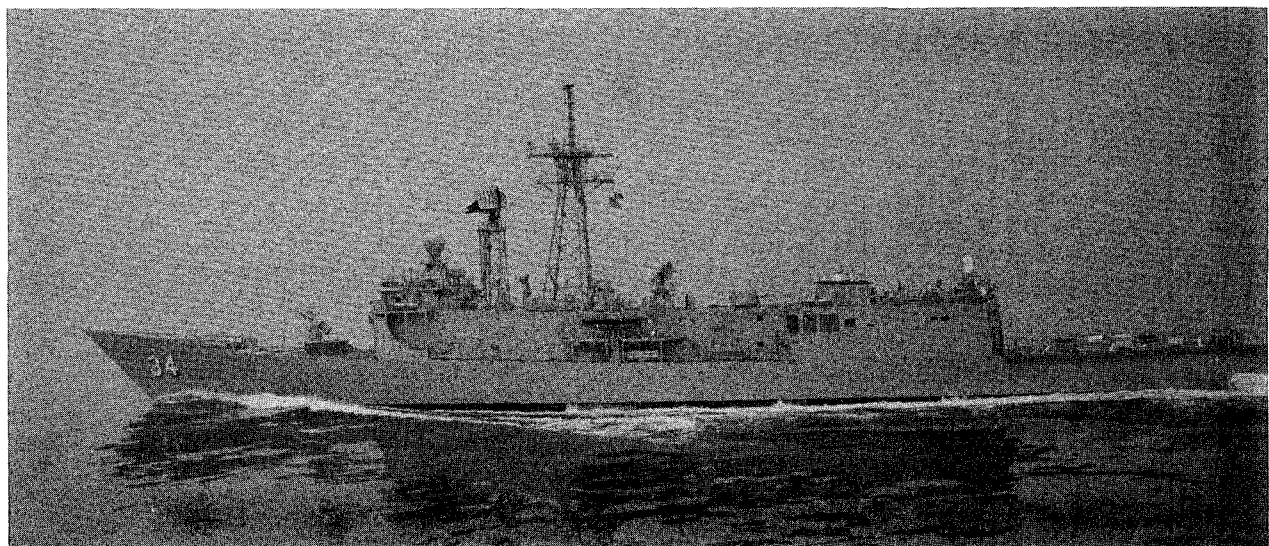
Detached from *Mahan* in December 1922, Fitch served at Rio de Janeiro until March 1927 as a member of the United States mission to Brazil before reporting back to the Navy Department for a brief tour of duty in Washington, D.C. Going to sea as executive officer of *Nevada* (BB-36) in May 1927, Fitch assumed command of *Arctic* (AF-7) (a type of ship sometimes known uncomplimentarily as a "beef boat") in November of that year.

He reported for aviation instruction at the Naval Air Station (NAS), Pensacola, Fla., in June 1929 and there won his wings as a naval aviator on 4 February 1930. Following brief duty at NAS, San Diego, Calif., Fitch assumed command of *Wright* (AV-1) in the spring of 1930. Relieved in that billet a little over a year later (July 1931), he then began a year as commanding officer of *Langley* (CV-1).

After commanding NAS, Hampton Roads, Va., until June 1935, Fitch reported as chief of staff to Commander, Aircraft, Battle Force, and remained in that billet until assuming command of *Lexington* (CV-2) in April 1936. Subsequently attending the Naval War College, Newport, R.I., from June 1937 to May 1938, Fitch completed the senior course there before assuming command of NAS, Pensacola, in June 1938. In the spring of 1940, he took over the reins of Patrol Wing 2, based at Pearl Harbor, and, seven months later, broke his flag in *Saratoga* (CV-3) as Commander, Carrier Division 1. The outbreak of hostilities in the Pacific in December 1941 thus found Fitch one of the most experienced carrier commanders afloat.

Fitch's flagship, *Saratoga* figured prominently in the abortive attempt to reinforce Wake Island in December 1941 and was later torpedoed off Oahu in late January 1942, seriously cutting American carrier strength in the Pacific at a critical period.

Rear Admiral Fitch relieved Vice Admiral Wilson Brown on 3 April 1942, breaking his flag in *Lexington*, his former command. During the Battle of the Coral Sea, Fitch served as Commander, Task Group (TG) 17.5, consisting of "Lady Lex" and *Yorktown* (CV-5). That engagement, the first in history where neither side came within surface gun range of the other, effectively stopped



*Aubrey Fitch* (FFG-34), 30 July 1982, running her acceptance trials upon her completion at Bath Iron Works. (DN-SC-83-07299)

the Japanese thrust at strategic Port Moresby, but resulted in the first loss of an American aircraft carrier in the war—*Lexington*, sunk on 8 May 1942.

The admiral then shifted his flag to *Minneapolis* (CA-36). Fitch, together with Captain Sherman and *Lexington*'s executive officer, Comdr. Morton T. Seligman, visited "Lady Lex" wounded in *Minneapolis*' sickbay—an action that "contributed in no small measure to the patients' well-being." For the leadership he exhibited during the Battle of the Coral Sea, Fitch was awarded his first Distinguished Service Medal.

He again broke his flag in his former flagship, *Saratoga*, but the task group formed around that ship arrived too late to take part in the pivotal Battle of Midway.

On 20 September 1942, six weeks after the first American amphibious operation of the war got underway at Guadalcanal, Fitch assumed command of Aircraft, South Pacific Force. Not a desk-bound admiral, he carried out numerous, hazardous flights into the combat zones, inspecting air activities incident to the selection of bases for projected operations. For these, he received a Distinguished Flying Cross.

Under Fitch's command, AirSoPac—ultimately encompassing not only Navy but Army, Marine Corps, and Royal New Zealand air units—achieved great success in aiding the Allied campaign in the South Pacific. Fitch's planes protected Allied shipping, providing vital air cover that strongly assisted the Allies in challenging, and ultimately defeating, the Japanese in the Solomons. In addition, his aircraft performed essential reconnaissance missions, spotting enemy warships prior to the Battle of Santa Cruz Islands in October 1942 and during the Naval Battle of Guadalcanal in November 1942. Later, Fitch oversaw the early experiments in conducting night bombing utilizing radar (a concept which paid great dividends in interdicting Japanese shipping) and encouraged the use of specially modified aircraft to obtain photographic intelligence. In addition, for his skillful coordination of the Allied air effort in that area of the world, Fitch received a gold star in lieu of a second Distinguished Service Medal.

Fitch returned to Washington in the summer of 1944 and became Dupty Chief of Naval Operations (Air). He skillfully and efficiently directed the aeronautical organization of the Navy, oversaw efforts to assure the readiness and deployment of air units, and planned all of the related logistics measures. For these efforts he received a Legion of Merit.

After V-J Day, Vice Admiral Fitch assumed duty as the Superintendent of the Naval Academy on 16 August 1945 and held that post until 15 January 1947, with collateral duty as Commandant, Severn River Command. The first airman to head the Naval Academy, Fitch was instrumental in establishing the Department of Aeronautics, authorized by the Navy on 28 November 1945.

Subsequent to heading the Academy, Fitch served briefly in the office of the Undersecretary of the Navy before becoming the senior member of the Naval Clemency and Prison Inspection Board in March 1947. He was so serving when he was relieved of all active duty on 1 July 1947. Admiral Fitch died in his adopted state, Maine, on 22 May 1978.

(FFG-34: dp. 3,600; l. 445'0"; b. 45'0"; dr. 24'6"; s. 29 k.; cpl. 164; a. 1 mis. ln., Standard mis., Harpoon mis., 1 76mm., 6 15.5" tt., LAMPS; cl. *Oliver Hazard Perry*)

*Aubrey Fitch* (FFG-34) was laid down on 10 April 1981 at Bath, Maine, by the Bath Iron Works; launched on 17 October 1981; sponsored by Mrs. Francesca Fitch Ferguson, the granddaughter of the late Admiral Fitch; and was commissioned at Bath, Maine, on 9 October 1982, Comdr. Floyd A. Weeks in command.

*Aubrey Fitch* remained at Bath for another five weeks completing her outfitting, propulsion plant examination, and crew inspections. In mid-November, she made the passage from Bath to her home port, Mayport in Florida, where she spent the remainder of 1982. Early in January of 1983, the guided-missile frigate embarked upon her shakedown cruise to the vicinity of Guantanamo Bay, Cuba. The warship returned to Mayport during the middle of February and then launched into a series of trials, qualifications, and certifications preparatory to her final acceptance by the Navy. She completed final acceptance trials late in May and entered the yard at Bath Iron Works for a three-month, post-shakedown availability. *Aubrey Fitch* completed repairs and returned to Mayport in September. In October, she commenced refresher training out of Guantanamo Bay.

The guided-missile frigate was so engaged when United States military forces invaded the small Caribbean island nation of Grenada on 25 October in response to a power struggle between leftist factions that endangered the stability of the region as well as the lives of United States citizens attending the medical college there. *Aubrey Fitch* interrupted refresher training to conduct patrols in defense of the base at Guantanamo Bay against possible hostile action by Cuba as a result of the conflict in Grenada where Americans found themselves fighting Cuban "advisors" and "construction workers." Early in November, however, the warship completed refresher training and assumed tactical control of *Aquila* (PHM-4) and *Taurus* (PHM-3) for the purpose of testing the feasibility of operating guided-missile frigates and guided-missile hydrofoil gunboats together in the same task organization. Demands attendant to the continuing American presence in Grenada, however, overtook the experiment and sent *Aubrey Fitch* and her two consorts south to the tiny republic. Duty in the waters adjacent to Grenada lasted until mid-December when the warship returned to Mayport.

*Aubrey Fitch* began 1984 in her home port. Later in January, she embarked upon a normal schedule of training operations in the West Indies. That employment occupied her through the month of May and into June. On 22 June, the guided missile frigate put to sea to become a unit of NATO's Standing Naval Force, Atlantic, based at Plymouth, England. That deployment included visits to a number of ports in northern Europe as well as training evolutions in the Baltic Sea. Early in the fall of 1984, the NATO force visited American waters and made calls at Charleston, Savannah, and New Orleans. Late in November, the warships visited *Aubrey Fitch*'s home port in Florida. Early in December, the NATO force headed back to Europe, leaving *Aubrey Fitch* at Mayport.

The warship opened 1985 much the same way as she did 1984. After concluding holiday leave and upkeep at Mayport during the first half of January, she returned to sea for the usual training exercises, equipment operation certifications, and ASW helicopter landing qualifications. These and similar evolutions alternated with periods in port for routine upkeep and availability occupied her time during the first five months of the year. In June, *Aubrey Fitch* began providing escort and plane guard services for *America* (CV-66) and *Saratoga* (CV-60) when the carriers put to sea to conduct landing qualifications. Near the end of June, she put to sea for special operations off the west coast of the Isthmus of Panama. She transited the Panama Canal and then operated from the base at Rodman during July, August, and part of September. After passing back through the canal in mid-September, *Aubrey Fitch* arrived back at Mayport on the 21st. Repairs took up the remainder of September as well as October and November. She concluded her restricted availability with sea trials on 5 and 6 December and, after a brief round trip to Charleston and back, settled into the usual year-end holiday routine.

The relative inactivity of holiday standdown carried over into the first three weeks of 1986. On 21 January, *Aubrey Fitch* put to sea for a week of ASW training in the Bahama Islands. On 28 January, she interrupted her return voyage when the space shuttle *Challenger* exploded soon after launch. From her position just 50 miles southeast of Cape Canaveral *Aubrey Fitch* rushed to the scene of the tragedy and began recovering debris. She collected several tons of material which she later delivered to Cape Canaveral to be inspected as a part of the investigation into the cause of the disaster. From Cape Canaveral the guided-missile frigate returned to Mayport and remained there until the second week in February. On 10 February, *Aubrey Fitch* resumed training operations out of Mayport, and she continued so employed until the beginning of April at which time the warship began preparations to deploy to the Persian Gulf.

On 4 June, *Aubrey Fitch* stood out of Mayport in company with *Talbot* (FFG-4) to rendezvous with *Nicholson* (DD-982) and *Semmes* (DDG-18). She and her traveling companions then laid in a course that took them across the Atlantic Ocean and the Mediterranean Sea, through the Suez Canal, and around the Arabian Peninsula to the Strait of Hormuz. *Aubrey Fitch* and her consorts arrived at Bahrain in the Persian Gulf on 8 July. The guided-missile frigate spent the next four months conducting patrols and escorting merchant ships in the strategic—and troubled—waters of the Persian Gulf, the Gulf of Oman, and the northern portion of the Arabian Sea. No untoward events marred her sojourn in the region, and she concluded her assignment on 30 October by turning her responsibilities over to *Sampson*



(DDG-10). Retracing her outward-bound voyage via the Red Sea, the Suez Canal, the Mediterranean Sea, and the Atlantic Ocean, *Aubrey Fitch* steamed into Mayport on 4 December. Post-deployment standdown took up the remainder of 1986 and, as of the beginning of 1987, the warship was at Mayport.

### Auburn

The first *Auburn* (Id. No. 3842) was probably named for the town of Auburn, Pa., situated on a tributary of the Little Schuylkill River, Schuylkill County, northwest of Chester, Pa., where the ship was built; the second *Auburn* (AGC-10) was named for Mount Auburn, northwest of Cambridge, Mass. The name itself is found in Oliver Goldsmith's long poem, "The Deserted Village" (1770).

### I

(ScStr: dp. 12,314; l. 417'5"; b. 54'0"; dph. 32'9"; dr. 26'5" (mean); s. 10 k.; cpl. 81)

The first *Auburn*—a steel-hulled freighter built for the United States Shipping Board (USSB) at Chester, Pa., by the Chester Shipbuilding Co. and completed in 1918—was delivered to the Navy by the USSB for service in the Naval Overseas Transportation Service (NOTS). Assigned the identification number (Id. No.) 3842, *Auburn* was commissioned at Philadelphia on the afternoon of 24 January 1919, Lt. Comdr. Fred L. Moulton, USNRF, in command.

Two days later, the cargo ship got underway for New York harbor; proceeded down Delaware Bay; and ultimately dropped anchor off Tompkinsville, Staten Island, on the morning of 27 January. After initially shifting to Bush Terminal pier, South Brooklyn, on the 29th, she moored at pier 61, North River, New York City, on 2 February. There, she loaded 5,236 tons of general cargo (including a large quantity of wheat flour) and prepared for her maiden voyage. However, her engineers discovered several split condenser tubes in her boilers before the trip could begin, and an inspection board convened and visited the ship on 15 February.

After a brief period of repairs, *Auburn* shifted to pier 16, South Brooklyn, on the 17th. By that point, the Navy had apparently decided to demobilize the ship; and, on the afternoon of Washington's Birthday, 22 February 1919, representatives of the USSB accepted custody of the ship when she was decommissioned.

*Auburn's* subsequent career, like hers under the aegis of NOTS, was brief. She remained in the USSB fleet into the early 1930's, very probably laid up due to postwar austerity measures in the American merchant marine. Then, around 1932-1933, she was "abandoned . . . due to age and deterioration."

### II

(AGC-10: dp. 12,750; l. 459'2"; b. 63'; dr. 24'; s. 16.4 k.; cpl. 686; a. 2 5", 8 40mm., 14 20mm.; cl. *Catocin*; T. C2-S-AJ1)

*Kathay* was laid down under a Maritime Commission contract (MC hull 1351) on 14 August 1943 at Wilmington, N.C., by the North Carolina Shipbuilding Corp.; launched on 19 October 1943; sponsored by Miss Julia Raney; acquired by the Navy on 31 January 1944; converted at Hoboken, N.J., by the Bethlehem Steel Co., for naval service as an amphibious force flagship; renamed *Auburn* and designated AGC-10; and placed in commission at Hoboken on 20 July 1944, Capt. Ralph Orsen Myers in command.

After conducting shakedown training in the Chesapeake Bay, the command ship left Norfolk, Va., on 17 August and shaped a course for the Pacific. She transited the Panama Canal on the 23d and continued on to Pearl Harbor, Hawaii, where she arrived on 6 September. Three days later, *Auburn* became the flagship for Commander, Amphibious Group 2, Pacific Fleet. On 29 September, she entered the Pearl Harbor Navy Yard for an availability. During this time, major alterations were made to her flag bridge, additional evaporators were installed, and other minor repairs were completed.

In mid-November, the ship began a series of training exercises off Maui in preparation for the invasion of the Volcano Islands. *Auburn* left Hawaii on 27 January 1945, made port calls

at Eniwetok and Saipan, and finally reached Tinian in early February. There, she began final rehearsals for the assault on Iwo Jima. The actual landings on that island commenced on the 19th. During the operation, the ship coordinated and directed the movements of several hundred ships attached to Amphibious Group 2. She remained off Iwo Jima until 27 March; then headed for Pearl Harbor and a well earned period of rest and recreation for her crew.

*Auburn* remained in Hawaiian waters until 15 May, when she got underway for Okinawa. The ship arrived there on the 31st and became the flagship for 5th Amphibious Forces. She controlled operations of ships off that bitterly contested island and escaped damage despite frequent Japanese air attacks. Okinawa was declared secure on 21 June, and *Auburn* got underway for Pearl Harbor on 1 July.

Shortly after her arrival at Pearl Harbor, *Auburn* entered a drydock to undergo repairs. While the work was in progress, Japan capitulated on 15 August. Four days later, the ship left Hawaii and steamed toward the Philippines. After reaching Luzon, she remained in port at Manila for approximately one month. She departed that port on 14 September and set a course for Japan via Eniwetok and Buckner Bay, Okinawa. The ship dropped anchor at Sasebo, Japan, on 20 September.

Three days later, *Auburn* got underway for Nagasaki. While there, the vessel played an important part in establishing ship-to-shore communications and arranging facilities for occupation troops. On 25 September, the ship arrived at Wakayama and began assisting forces in the occupation of Osaka, Kyoto, and other large cities to the north. In early October, she moved to Yokohama. Her occupation duty ended on 12 October, when she left Japanese waters and headed back to the United States.

*Auburn* reached Pearl Harbor on 21 October and remained there a few days before continuing on eastward. She entered San Francisco Bay on 31 October. The ship reversed her course on 5 November and headed back to Hawaii. She arrived at Pearl Harbor on 14 November and picked up several hundred military passengers for transportation to Norfolk, Va. The ship left Pearl Harbor that same day and set a course for the Panama Canal Zone. After retransiting the canal on the 29th, *Auburn* finally reached Norfolk on 7 December.

Three days after her arrival at Norfolk, *Auburn* became the flagship for Commander, Training Command, Atlantic Fleet. This assignment continued until January 1947, when the vessel was assigned to the Atlantic Reserve Fleet. She underwent inactivation preparations at the Norfolk Naval Shipyard, Portsmouth, Va. *Auburn* was placed out of commission, in reserve, on 7 May 1947. Her name was struck from the Navy list on 1 July 1960, and she was transferred in November 1960 to the Maritime Administration for disposal. The ship was sold in 1961 and scrapped.

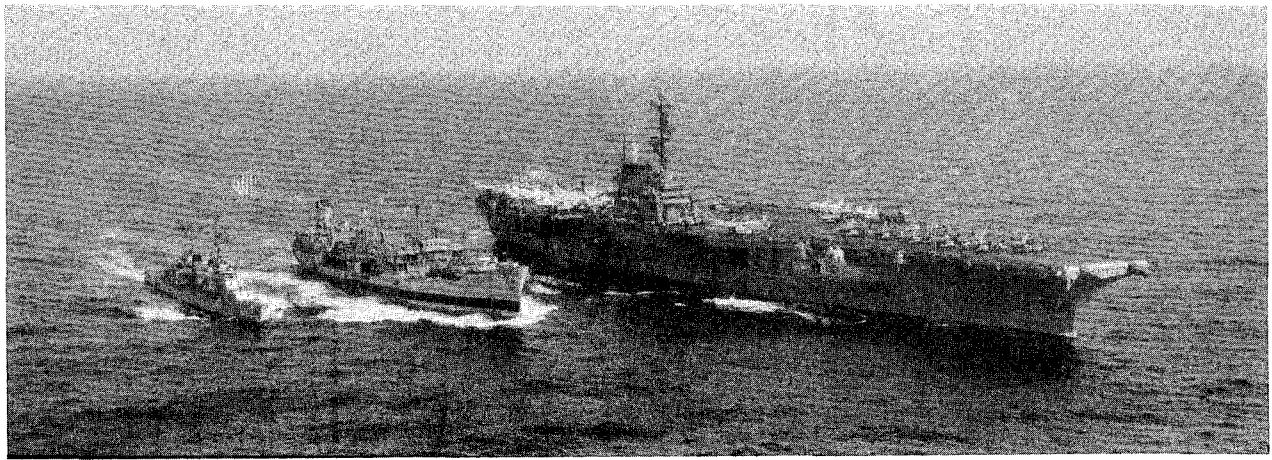
### Aucilla

A river in northern Florida. It flows south from southern Georgia into Apalachee Bay on the Gulf of Mexico southeast of Tallahassee.

(AO-56: dp. 23,235 (tl.); l. 553'0"; b. 75'0"; dr. 32'4" (lim.); s. 18.0 k.; cpl. 313; a. 1 5", 4 3"; cl. *Ashtabula*; T. T3-S2-A1)

*Aucilla* (AO-56) was laid down on 25 May 1943 at Sparrows Point, Md., by the Bethlehem Steel Co. under a Maritime Commission contract (MC hull 722); launched on 20 November 1943; sponsored by Mrs. Hope Ridings Miller; and commissioned on 22 December 1943, Comdr. Cornelius M. Sullivan in command.

The oiler remained at Sparrows Point until 28 December at which time she got underway for Portsmouth, Va. She arrived at the Norfolk Navy Yard on the 29th and began training the crew at battle stations and loading ammunition. *Aucilla* continued her training both in port and underway in the lower Chesapeake Bay. On 2 February 1944, she departed Norfolk in company with *Goldsborough* (DD-188) on her way to the British West Indies. The oiler arrived at the Naval Operating Base (NOB), Trinidad, on 7 February and began dispensing fuel to warships operating in the vicinity. She remained there until 14 March at which time she put to sea, in convoy, for Aruba. *Aucilla* arrived at her destination on the 16th, took on a cargo of aviation gasoline, and departed Aruba on the 17th. After a stop at Guantanamo Bay, Cuba, the oiler arrived in Norfolk on 24 March.



*Aucilla* (AO-56) (center) simultaneously refuels *Newman K. Perry* (DDR-883) and *Forrester* (CV-59), 25 March 1960. (USN 1047741)

For about a month, she operated out of Norfolk in the lower Chesapeake Bay testing fueling at sea gear and techniques. On 26 April, *Aucilla* departed Norfolk in company with *Belknap* (DD-251) and, five days later, arrived in Baytown, Tex. After taking on a cargo of fuel, the ship stood out of Baytown on 4 May and arrived at Staten Island, N.Y., on the 8th. On 14 May, she was underway, in convoy, for the British Isles. The oiler parted company with the convoy on 25 May and entered port at Liverpool, England, that same day. She discharged her cargo on the 27th and got underway for Ireland on the 28th. She visited Belfast Lough from 29 May to 5 June and then headed back to the United States. *Aucilla* arrived at Norfolk on 16 June.

Six days after her arrival, the oiler sailed from Norfolk for New York. She arrived on 23 June and operated in that locale until the end of the month. On 2 July, *Aucilla* put to sea bound for Europe once again. She returned to Belfast on 12 July but stopped only briefly, returning to sea that same day. The oiler visited Swansea, Wales, between the 13th and the 16th before heading home via Belfast. She reentered Hampton Roads on 27 July. There, she stayed for almost a month. On 22 August, *Aucilla* put to sea in company with *J. Fred Talbott* (DD-156) bound for Baytown, Tex. She took on a cargo of fuel oil at Baytown before returning to sea. The ship arrived at Bermuda on 3 September and unloaded her cargo. She then headed back to Hampton Roads, Va., where she dropped anchor on the 8th. Operations in Chesapeake Bay followed.

However, on 4 October, she put to sea bound for the Caribbean. *Aucilla* arrived at Aruba on 9 October and loaded fuel oil until the 11th when she set sail for Panama. The oiler transited the Panama Canal on 13 October and, the following day, departed Balboa for the Hawaiian Islands. She stopped over at Pearl Harbor from 26 to 29 October and then continued her voyage west. The ship anchored in Eniwetok Lagoon on 5 November. She spent the next two days unloading her cargo of fuel before continuing on to Ulithi on the 7th. There, she reported for duty to the Commander, Service Squadron (ServRon) 10.

For the remainder of the war, *Aucilla* supported 3d/5th Fleet operations in the western Pacific by refueling its units at sea. She provided fuel to the 3d Fleet during its air attacks on Luzon in mid-December 1944 and again at the end of the first week in January 1945. When the 3d Fleet entered the South China Sea in mid-January, *Aucilla* continued her fueling rendezvous with its warships. Between 15 and 26 February, she steamed in an area off Iwo Jima providing logistics support for the 5th Fleet. She fueled that same fleet from 16 March to 4 May during the invasion of Okinawa. The oiler rounded out her wartime service supporting the 3d Fleet on its final series of raids on the Japanese home islands between 11 July and 15 August.

Following the cessation of hostilities, *Aucilla* continued steaming with the 3d Fleet off Japan. After a brief stop at Ulithi, she set sail for Japan on 27 September. The oiler entered Tokyo Bay on 2 October—one month to the day after Japan formally surrendered. The oiler performed extensive occupation duty at various locations in the Far East between the end of the war and the summer of 1947. That service also included some logistics

support work for the ships of Joint Task Force 1, the task organization engaged in the atomic bomb tests conducted at Bikini Atoll during the summer of 1946. The western Pacific cruise in the summer and fall of 1948 ended with *Aucilla* steaming through the Indian Ocean, the Suez Canal, and the Mediterranean before she crossed the Atlantic to join the fleet stationed on the eastern seaboard of the United States. For about four years, the oiler operated along the east coast, in the Gulf of Mexico, and in the Caribbean taking on oil at various oil ports and carrying it to the fleet. She also conducted independent ship's exercises and amphibious exercises both at Vieques Island near Puerto Rico and at Onslow Beach in North Carolina.

In June of 1952, *Aucilla* embarked upon the first of a long series of deployments to the Mediterranean Sea. Four months later, she resumed operations along the eastern seaboard and in the West Indies. The first part of 1953 saw the oiler engaged in another series of training evolutions in the Puerto Rico-Vieques Island area. June and July of 1953 brought a midshipman cruise which took her to Rio de Janeiro, Brazil, and Barbados in the British West Indies. In September, *Aucilla* deployed to the Mediterranean Sea once more. She completed that assignment late in January 1954 and returned to Norfolk on 3 February 1954. Following post-deployment standdown and participation in the annual fleet exercise, Operation "Springboard," the oiler resumed fuel services for the 2d Fleet from her base at Norfolk. May brought rough weather fueling tests in the North Atlantic followed by a two-month overhaul at a civilian shipyard in Baltimore, Md.

In August, *Aucilla* departed Baltimore and steamed down Chesapeake Bay to rejoin the active units of the Atlantic Fleet. She performed normal logistics services and training operations out of Norfolk until November. Late that month, the oiler put to sea for Gonaives, Haiti, to provide support for some unspecified tests conducted by the Operational Development Force for the Bureau of Ordnance. In the course of those operations, the oiler visited Guantanamo Bay, Cuba, and Port-au-Prince, Haiti. When the ship returned to the United States early in December, she entered the Bethlehem Shipyard at Hoboken, N.J., for a three-month modification and repair period. Between mid-April and early May of 1955, *Aucilla* completed refresher training out of Newport, R.I. She then returned to Norfolk where she began preparations for an extended tour of duty with the 6th Fleet.

On 31 May 1955 the ship stood out of Norfolk en route to her new home port, Barcelona in Spain. She reached her destination on 20 June. For the next 22 months, *Aucilla* served with Task Force (TF) 63 in a logistics support role. She participated in a number of exercises and visited ports all along the shores of the Mediterranean Sea. On 2 April 1957, the oiler headed back to the United States. She spent the entire summer of 1957 engaged in repairs, first a four-month regular overhaul at the New York Naval Shipyard and then boiler repairs at an unspecified civilian yard in Baltimore, Md. Between 16 September and 27 October, *Aucilla* completed refresher training—out of Guantanamo Bay—and post-refresher availability.

On 28 October 1957, she set sail from Norfolk on her way back to the Mediterranean Sea. Once again, she spent her time ranging the length and breadth of the Mediterranean supporting the operations of TF 63. During the summer of 1958, *Aucilla* provided logistics support for the ships, sailors, and marines involved in the landings in Lebanon carried out in order to help restore order after severe factional fighting. Following that interlude, the oiler resumed normal 6th Fleet operations. On 30 May 1959, *Aucilla* headed back to the United States for a regular overhaul at the Boston Naval Shipyard. The overhaul lasted about six months. During that time, the oiler received a new home port assignment, Norfolk. The ship completed overhaul and set sail from Boston on 18 November, bound for refresher training in the Guantanamo Bay operating area. She shaped a course from the West Indies back to Norfolk on 16 December and arrived at her destination in time to spend the holidays there.

Underway again on 4 January 1960, *Aucilla* operated in the vicinity of Norfolk until late in the month. On the 28th, she put to sea bound for the Mediterranean Sea. That seven-month deployment followed the pattern of previous ones, mixing port visits with logistics missions in support of 6th Fleet combat units. The oiler returned to Norfolk on 31 August and, after the usual leave and upkeep period, resumed normal east coast-West Indies operations. That routine lasted into 1961. In February and March of 1961, she participated in the annual fleet exercise Operation "Springboard." She returned to Norfolk on 17 March and began preparations for another tour of duty with the 6th Fleet. On 15 May 1961, she stood out of Norfolk and shaped a course for the Mediterranean Sea. *Aucilla* served a 14-week deployment that followed patterns established earlier.

The oiler reentered Norfolk on 11 September 1961 and began post-deployment standdown. Following the leave and upkeep period, she started preparations for overhaul. On 20 November, she entered the yard at the Norfolk Shipbuilding & Drydock Co. *Aucilla* completed her overhaul on 20 February 1962 and then set sail on 1 March for five weeks of refresher training in the West Indies. Upon completion of refresher training, the oiler joined an underway replenishment group to support the amphibious Exercise "Phiblex 1-62," also conducted in the West Indies. Later, she returned to United States' waters to participate in Fleet Exercise "Quick Kick." That summer, she conducted a midshipman training cruise and took part in convoy exercises off the eastern seaboard.

The oiler continued operations out of Norfolk through the end of 1962 and into 1963. On 7 March 1963, *Aucilla* left Chesapeake Bay on her way back to the Mediterranean. The deployment lasted just under four months. She was back in Norfolk by 1 July. Following post-deployment standdown, the oiler got underway on 6 August to participate in NATO Exercise "Riptide IV" conducted in the eastern Atlantic. As an adjunct to that mission, she visited Bremerhaven, Germany, and Rota, Spain, before returning to Norfolk on 11 September. For the remainder of 1963, *Aucilla* conducted local operations out of her home port.

Similar duty occupied her time during the first two months of 1964. On 3 March 1964, however, the oiler entered the yard at the Norfolk Shipbuilding & Drydock Co. for a regular overhaul. She completed repairs and modifications late in June and put to sea on the 29th for a month of refresher training in the Guantanamo Bay operating area. At the conclusion of refresher training, *Aucilla* voyaged north to New York where her crew members visited the World's Fair. The ship returned to Norfolk on 8 August and resumed local operations. That resumption lasted just one month. On 8 September, *Aucilla* got underway from Norfolk once more to participate in a series of NATO exercises in the eastern Atlantic. She visited Bremerhaven, Germany, again at the end of the exercises early in October. She returned to Norfolk on 23 October 1964.

Upon her return to her home port, she began preparations for another assignment with the 6th Fleet. *Aucilla* left Norfolk on 27 November and arrived in Rota, Spain, on 8 December. Another standard 6th Fleet tour of duty ensued with *Aucilla* fueling units of the fleet, participating in exercises, and visiting Mediterranean ports. She concluded the deployment with her arrival back in Norfolk on 11 May 1965. From late June to late July, *Aucilla* cruised the waters of the West Indies in support of 2d Fleet units keeping an eye on the latest crisis to trouble the Dominican Republic. She returned to Norfolk on 23 July and resumed local operations out of her home port. Those operations included support roles in the Gemini 6 and Gemini 7 space shots during October, November, and December. *Aucilla* reentered

Norfolk on 23 December to begin her holiday leave and upkeep period.

Further upkeep and a tender availability period occupied her time during January and February of 1966. Early in March, the oiler put to sea for another cruise with the 6th Fleet in the Mediterranean Sea. She arrived in Cartagena, Spain, on 15 March and, for the next five months, provided logistics support for United States naval forces in the Mediterranean. *Aucilla* departed Rota, Spain, on 12 August and set a course for home. The oiler arrived in Norfolk on the 22d and remained there in a leave and upkeep status until the middle of October. She put to sea again on 18 October to serve as a recovery ship for an Air Force Titan IIIC heat shield qualification test. She returned to Norfolk from that mission on 21 November and remained in port for the rest of the year.

On 6 February 1967, *Aucilla* stood out of Norfolk once again on her way to the Mediterranean. She arrived in Rota, Spain, on the 17th and soon began making the rounds to ports in the "middle sea." The most notable event of that deployment was the Six-Day Arab-Israeli War to which units of the 6th Fleet—*Aucilla* included—responded with alacrity. She and her colleagues moved quickly to the eastern Mediterranean early in June, but the rapidity with which the Arab forces collapsed allowed them to return to a more normal routine at mid-month. Thus, the oiler resumed port visits, exercise, and fueling operations. She completed turnover proceedings at Rota on 19 and 20 August and headed back to the United States on the latter day. *Aucilla* arrived back in Norfolk on 30 August. After post-deployment standdown, the oiler entered the yard at the Norfolk Shipbuilding & Drydock Co. for regular overhaul on 13 November.

*Aucilla* completed her overhaul by 5 April 1968. On that day, she stood out of Norfolk on her way to refresher training in the West Indies. The oiler completed that mission in May and returned to Norfolk on the 19th. Soon thereafter, she embarked upon a two-month voyage that took her to the Cape of Good Hope where she refueled the Vietnam-bound aircraft carrier *Intrepid* (CVS-11). In addition, *Aucilla* made port calls at Rio de Janeiro in Brazil, St. Thomas in the Virgin Islands, Nassau in the Bahamas, and at Philadelphia before returning to Norfolk on 10 August.

At that time, the oiler began a tender availability as well as a leave and upkeep period preparatory to overseas movement. *Aucilla* stood out of Norfolk on 23 September; and, on 3 October she relieved *Kaskaskia* (AO-27) at Rota. After almost five months fueling the ships of the 6th Fleet and making port visits throughout the Mediterranean Sea, *Aucilla* departed Rota late in March 1969. She arrived back in Norfolk on 5 April. After the usual post-deployment standdown, the oiler began normal operations out of Norfolk. For the next 14 months, the ship cruised the waters along the eastern seaboard and the West Indies in support of the ships of the Atlantic Fleet. *Aucilla* returned to Norfolk from her last voyage early in July of 1970.

In the middle of September 1970, she began preparations for inactivation. *Aucilla* was placed out of commission at Norfolk on 18 December 1970. On 7 October 1971, she was transferred to the Maritime Administration for berthing with its James River, Va., facility. Her name was struck from the Navy list on 1 December 1976. As of the beginning of 1987, she remained berthed with the National Defense Reserve Fleet at James River, Va.

*Aucilla* earned five battle stars for her World War II service.

### Audrain

A county in Missouri.

(APA-59: dp. 7,000; l. 426'; b. 58'; dr. 16'; s. 16.9 k.; cpl. 849; a. 1 5", 8 40mm., 10 20mm.; cl. *Gilliam*; T. S4-SE2-BD1)

*Audrain* (APA-59) was laid down on 1 December 1943 under a Maritime Commission contract (MC hull 1852) at Wilmington, Calif., by the Consolidated Steel Corp.; launched on 21 April 1944; sponsored by Mrs. Arthur G. Rystrom; acquired by the Navy on 1 September 1944; and placed in commission at San Pedro, Calif., on 2 September 1944, Lt. Comdr. George O. Forrest in command.

The newly commissioned transport held shakedown training off the southern California coast. In late October, she sailed to San Francisco, Calif., and took on passengers and cargo. On the 21st, *Audrain* got underway for Manus, Admiralty Islands. While

en route, the ship developed leaks in the tubes of one boiler and, upon her arrival at Manus on 9 November, began a period of repair work. The transport then proceeded to Noumea, New Caledonia, to embark Army troops for training exercises in preparation for landings on Luzon, Philippine Islands. During December, she held exercises off Noumea as well as at Guadalcanal and Tulagi, Solomon Islands.

*Audrain* got underway on 2 January 1945 with Task Group (TG) 77.9 with troops embarked for the assault on Luzon. She anchored in the transport area in Lingayen Gulf on the morning of 9 January and landed her troops without opposition. The unloading was completed by the evening of the 12th, and the transport retired with her task unit to Leyte, Philippine Islands. On the 18th, *Audrain* shaped a course for Biak, Schouten Islands. There, she took on troops and equipment for transportation to Mindoro, Philippine Islands. She discharged these passengers and their gear on secured beaches in the San Jose area of Mindoro on 9 February and retired to Leyte Gulf.

During the next several weeks, *Audrain* was involved in training exercises in Philippine waters. On 27 March, the vessel got underway with TG 55.1 for the invasion of Okinawa. She arrived off that island on D day, 1 April, began lowering her boats, and sent them to other transports to assist in landing their assault troops. On the morning of the 3d, *Audrain* began landing her troops and cargo in the Hagushi area.

She experienced several air attacks while in the area. On 6 June, *Audrain* opened fire on a lone Japanese "Val" but scored no hits. However, two 40-millimeter projectiles fired by neighboring vessels hit her on the forward bulkhead of the navigation bridge, slightly wounding three members of her crew. The landings were completed on 9 April, and the vessel left the Okinawa area bound for Hawaii. The ship paused at Guam on the 14th to transfer casualties from Okinawa to hospitals ashore, and then she continued on to Pearl Harbor.

*Audrain* arrived there on 1 May and underwent a 10-day period of voyage repairs. She then sailed on to San Francisco, arriving there on 18 May. The ship entered the yards of Hurley Marine Works, Oakland, Calif., for repairs and alterations. After leaving the yard, the ship took on passengers and cargo for transportation to forward areas. She got underway for Pearl Harbor on 31 May. Following a brief layover in that port, *Audrain* shaped a course for Leyte. She made stops en route at Eniwetok and Ulithi before arriving at Leyte on 30 June.

The ship discharged her cargo ashore and embarked Navy passengers bound for the United States. She shaped a course back to the west coast via Pearl Harbor and reached San Francisco on the 29th. After discharging her passengers, the transport returned to Hurley Marine Works to undergo repairs and alterations. While she was in the yard, the Japanese capitulated on 15 August. The ship returned to duty on 18 August and got underway for Guam. She paused en route at Eniwetok before arriving at Guam on 2 September. *Audrain* proceeded to Saipan and dropped anchor there on the 10th. She loaded cargo and troops of the 2d Marine Division earmarked for occupation duty in Japan.

The transport sailed for Japan on 18 September. She touched at Nagasaki five days later and landed her forces without incident. On the 26th, *Audrain* left Japan, via Manila, and sailed to Subic Bay, Philippines. She embarked more troops there and reversed her course to Japan. She put these passengers ashore for occupation of Wakayama. On 1 November, the ship arrived back at Manila. She took on military passengers for return to the United States. *Audrain* touched at Portland, Oreg., on 27 November. She then entered a shipyard there for repairs.

The vessel commenced another voyage to Japan on 26 December. She arrived at Yokohama on 14 January 1946 and debarked troops and supplies. She left Japanese waters on the 27th and set a course for San Pedro via Pearl Harbor. *Audrain* left California, sailed back to Hawaii in early April, and remained in port at Pearl Harbor for the duration of her naval career. She was decommissioned at Pearl Harbor on 15 May 1946 and was transferred to the Maritime Commission on 25 July 1947 for layup with the National Defense Reserve Fleet group berthed at Suisun Bay, Calif. Her name was struck from the Navy list on 1 August 1947, and the ship was sold on 11 July 1972 to the National Metal & Steel Corp., Terminal Island, Calif., and was subsequently scrapped.

*Audrain* won one battle star for her World War II service.

## Audubon

A county in western Iowa named for the great American naturalist and artist who won worldwide renown for his paintings of birds and animals.

(APA-149: dp. 14,837; l. 455'; b. 62'; dr. 24'; s. 17.7 k.; cpl. 536; a. 1 5", 8 40mm., 10 20mm.; cl. *Haskell*; T. VC2-S-AP5)

*Audubon* (MCV hull 814) was laid down on 21 October 1944 by the Kaiser Co., Inc., Vancouver, Wash.; launched on 3 December 1944; sponsored by Mrs. Fons Hughes; acquired by the Navy on 19 December 1944; designated APA-149; and commissioned on 20 December 1944, Capt. J. F. Goodwin in command.

Following shakedown at San Pedro, Calif., the attack cargo ship sailed on 24 February for Pearl Harbor. Upon her arrival, her passengers disembarked, and she began loading more cargo. The attack transport got underway for Eniwetok on 29 March, reached that atoll on 6 April, and continued on to Ulithi on the 11th. There, *Audubon* took Army passengers and equipment on board and sailed for Okinawa. She anchored off Hagushi Beach, on 26 April and began discharging her passengers and cargo.

*Audubon* departed Okinawa on 30 April and headed for Saipan. After a brief stop there, the ship got underway for Hawaii. Having topped off her fuel and provisions at Pearl Harbor, she sailed on to San Francisco, where she arrived on 22 May. The ship was next ordered to Leyte, Philippines. She made intermediate stops at Pearl Harbor, Eniwetok, and Ulithi before reaching Leyte on 30 June. On 9 July, the ship proceeded to Guadalcanal to transport Army troops to the Philippines. Following a fuel stop at Hollandia, New Guinea, on 17 July, she arrived at Leyte on 26 July. After disembarking most of her passengers, the ship moved on to Cebu on 29 July and the remaining contingent left the ship. *Audubon* paused at Samar on 2 August, then got underway to return to the United States.

At the time of the Japanese capitulation, *Audubon* was in the vicinity of Pearl Harbor. The transport pulled into San Francisco on 19 August and began a period of voyage repairs. Upon their completion, *Audubon* joined Operation "Magic-Carpet" and sailed on 31 August, headed for the Philippines. She arrived at Leyte on 18 September, then shifted to Samar on the 20th. While at Samar, *Audubon* developed mechanical problems which necessitated a period of drydocking. In early October, the ship was ordered back to California. On 22 October, she began an availability period at San Pedro.

*Audubon* sailed once again for the Philippines on 11 November. After negotiating heavy seas, the attack transport arrived at Manila on 1 December. Thirty-six hours later, she sailed with almost 2,000 passengers embarked and reached San Francisco on 20 December.

*Audubon* began 1946 making preparations for a trip to Yokosuka, Japan. However, just before she was due to leave, her orders were cancelled; and she sailed on 11 January for the east coast of the United States. She transited the Panama Canal on 20 January and reached Norfolk, Va., on 27 January. The ship was decommissioned on 19 February 1946, returned to the Maritime Commission on 13 March 1946, placed in the National Defense Reserve Fleet, and laid up in the James River. She was sold on 9 April 1973 to the Union Minerals and Alloys Corp., of New York City, and scrapped.

*Audubon* earned one battle star for her World War II service.

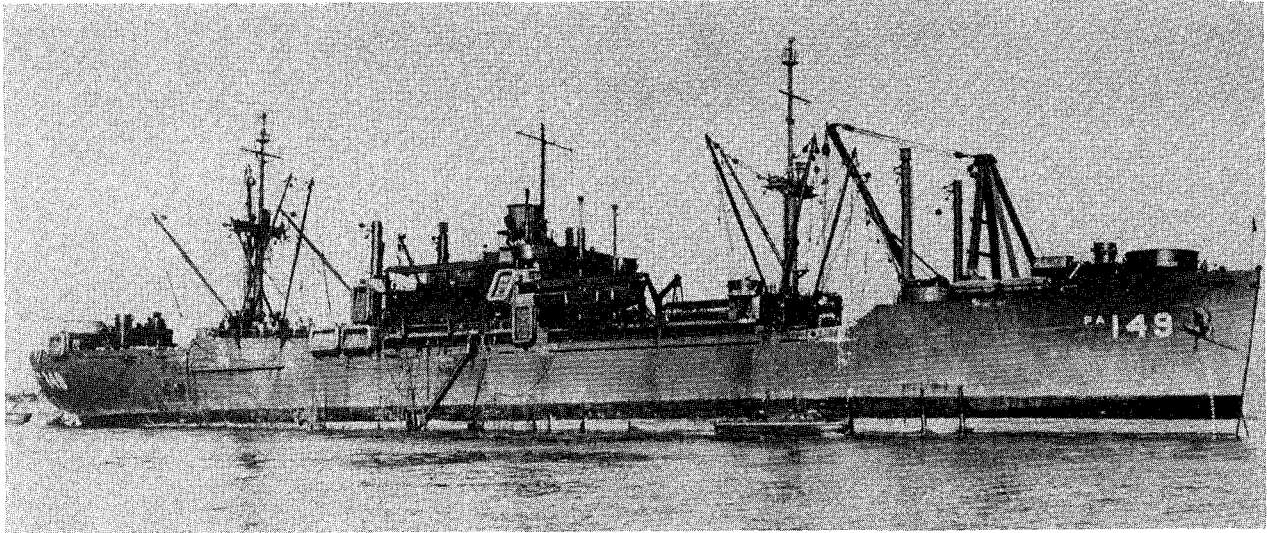
## Audwin

(MB: dp. 12.5'; l. 60'; b. 12'6"; dr. 3'6" (aft); s. 10 mph.; cpl. 9; a. 1 1-pdr., 1 mg.)

*Audwin* (SP-451)—a motorboat built in 1911 at Morris Heights, N.Y., by the New York Yacht, Launch & Engine Co.—was purchased by the Navy from M. C. Kimball, New York City, on 30 June 1917 and was placed in commission there on 5 November 1917, Ens. Charles Laufer, USNR, in command.

From commissioning to May 1918, the motorboat patrolled the coastal waters of the 3d Naval District. In May 1918, she moved to the Great Lakes and spent the remainder of World War I in the 9th Naval District, operating out of Detroit, Mich. In November 1918, *Audwin* returned to New York and resumed duty in the 3d Naval District. She continued that service until 27 March





*Audubon* (APA-149) anchored at San Francisco, September 1945. Note that it appears that some of her 40-millimeter battery has been removed by that stage in her career. (NH 78170)

1919 when she was decommissioned and transferred to the Coast & Geodetic Survey. Her name was struck from the Navy list that same day.

#### *Augury*

(AM-149: dp. 650; l. 184'6"; b. 33'0"; dr. 9'9"; s. 14.8 k.; cpl. 104; a. 1 3", 4 40mm.; cl. *Admirable*)

*Augury* (AM-149) was laid down on 7 December 1942 at Tampa, Fla., by the Tampa Shipbuilding Co., Inc.; launched on 23 February 1943; sponsored by Mrs. Helen K. MacLean; and commissioned on 17 March 1943, Lt. A. G. Wood, USNR, in command.

After fitting out, *Augury* completed shakedown training out of Little Creek, Va., during the month between 8 April and 8 May 1943. On 10 May, she got underway as part of the escort for a convoy bound for the west coast. She and her charges arrived in the Canal Zone on 19 May, transited the Panama Canal soon thereafter, and continued on up the western coast of North America. The minesweeper entered port at San Francisco, Calif., on 2 June and remained there until the 22d. Resuming her journey on the latter day, she shaped a course for Alaskan waters. *Augury* arrived at Kodiak, Alaska, on 29 June and reported for duty with Task Force (TF) 91. For the remainder of her career with the United States Navy, the minesweeper plied the waters surrounding the Aleutian Islands escorting ships between such ports as Kodiak, Dutch Harbor, Adak, Amchitka, Attu, Shemya Island, and Chernofski and conducted minesweeping operations in the bays, inlets, and passes along the archipelago.

On 23 June 1945, *Augury* began four weeks of familiarization training for a crew of Russians in preparation for the warship's transfer to the Soviet Union. On 18 July 1945, *Augury* was decommissioned and simultaneously transferred to the Soviet Navy under the terms of the lend-lease program. Commissioned as *T-524*, she was retained by the Soviet Union indefinitely. Her name was finally struck from the Navy list on 1 January 1983.

#### *Augusta*

A city on the eastern border of Georgia located about half way between Savannah and the North Carolina border. Augusta is the seat of government for Richmond County.

A city in southwestern Maine on the Kennebec River. It is both the state capital and the seat of government for Kennebec County.

The first three *Augusta's* were named for the city in Georgia while the fourth was named for the capital of Maine.

#### I

(Brig: cpl. 100; a. 10 6-pdrs., 4 other guns)

The first *Augusta*—a brig purchased by the Navy on 30 June 1799 at Norfolk, Va.—was fitted out at Marcus Hook, Pa., by the Naval Constructor Joshua Humphreys and was placed in commission sometime late in 1799, Lt. Archibald McElroy in command.

In December, she put to sea in company with a convoy bound for the Caribbean, arrived in the West Indies by early 1800, and began cruising in search of French vessels operating there. On 21 January 1800, the brig and her consort, *Herald*, encountered and captured the 6-gun privateer schooner *La Mutine* off Puerto Rico. Later that spring, she cruised the coast of what is now Haiti operating against the French in conjunction with the forces under Toussaint L'Ouverture.

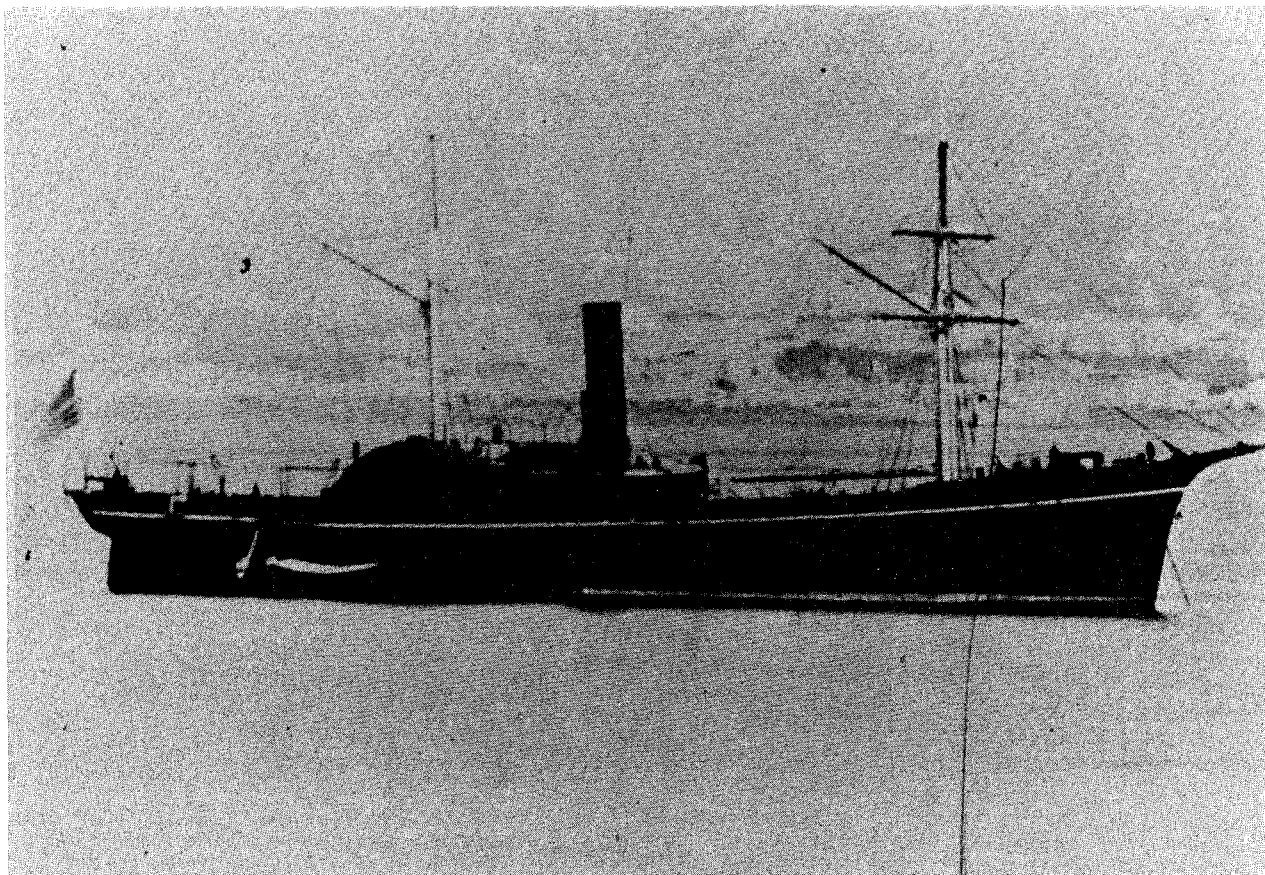
June 1800 was her most active month. On the 3d, the brig fell in with two French schooners, *La Jeanne* and *La Victoire*, off Jacmel. She captured both vessels and sent them into port to be adjudicated by a prize court. On 24 June, while cruising in company with the frigate *Boston*, *Augusta* joined her larger colleague in capturing *L'Espoir* and sent the prize into Boston, Mass., for adjudication by an admiralty court.

Her last captures in the undeclared war with France came on 28 July 1800 near the town of Aux Cayes (now known more often as simply Cayes, Haiti). In cooperation with Toussaint L'Ouverture's schooner *General Dessalines*, *Augusta* sent boat crews into the bay to cut out two French brigs—the names of which have not survived. The expedition succeeded, and the two brigs were sent into port. Thereafter, she continued to cruise West Indian waters in search of French vessels, but apparently made no further captures. No date is known for her return to the United States; however, she was laid up in Norfolk by mid-March 1801. She was sold later that year, probably sometime between 1 April and 30 June.

#### II

(SwStr: t. 1,310; l. 220'; b. 35'4"; dph. 21'10"; dr. 14'3"; s. 11 k.; cpl. 157: a. 8 32-pdr. sb., 1 12-pdr. r.)

Designed and constructed by the noted American shipbuilder, William Henry Webb, the second *Augusta* was completed in 1853 at New York City and operated out of that port carrying



The sidewheeler *Augusta*, in a view possibly taken at Gibraltar during her 1867 European cruise. (NR&L(O)-18861)

passengers and freight for the New York and Savannah Steam Navigation Co. on runs to Savannah and New Orleans. Early in the Civil War, as the Union Navy was expanding its fleet for the Herculean task of blockading the Confederate coast, the Federal Government purchased the side-wheeler at New York on 1 August 1861. She was fitted out for naval service by the New York Navy Yard and commissioned there on 28 September 1861, Comdr. Enoch Greenleaf Parrott in command.

A part of Flag Officer Du Pont's newly established South Atlantic Blockading Squadron, *Augusta* was assigned to the task force then being formed to capture a naval base on the Confederacy's Atlantic coast somewhere within the new squadron's jurisdiction which stretched from the Florida Keys to the border separating North and South Carolina.

*Augusta* departed New York on 16 October, reached Hampton Roads two days later, and remained there while the other warships of Du Pont's fleet assembled. When she sortied with them on the 29th, the captain of each ship carried sealed orders to be opened only in the event of the force's separation. While the fleet of some 75 ships slowly sailed south, a storm arose in the wee hours of the 31st, shortly after *Augusta* passed Cape Hatteras. By 3:30 that afternoon, the wind had increased so greatly in violence that Du Pont signaled the commanding officer of the other vessels that they were free to leave the formation and to proceed in whatever manner seemed most conducive to safety. While suffering varying amounts of damage as they battled the tempest, some vessels were forced to turn back; two transports went to the bottom; but most continued on toward their original objectives.

As she proceeded south, *Augusta*—which had been steaming on the starboard flank of the transports—managed to weather the hurricane; and the wind had abated by the time she passed Charleston on 3 November. The next day, she reached an anchorage just off the bar outside Port Royal harbor. Two days were then spent in charting the nearby waters—from which all aids to

navigation had been removed; in making reconnaissance probes to feel out the Confederate defensive forces and to locate their guns; and in seeing that the commander of each unit clearly understood his role in the forthcoming attack.

For the invasion, Du Pont divided his warships into two groups: a main squadron which was to bombard the Southern forts that defended the harbor and a flanking squadron which was to parry any attempted counter thrust by the Confederate fleet. *Augusta* was the last of the five ships composing the flanking group.

Fort Walker on Hilton Head—the stronger of the two defensive works protecting the harbor—was some two and one-half miles across the water to the southwest from Fort Beauregard on Bay Point. Since this distance was great enough to prevent the guns of one fort from effectively supporting those of the other, Du Pont decided to engage the Southern positions, one at a time, beginning with the stronger, Fort Walker. Having learned that most of its guns faced south, the flag officer had his main squadron steam by the Hilton Head shore along a counterclockwise, elliptical path which kept its warships out of effective range of the Confederate batteries. Then, when it had reached a point beyond the traversing limit of these guns, this squadron began a turn to port along a wide arc which closed the shore as the Union ships opened fire on the fort and steamed back in the direction from which they had come. This maneuver prevented most of Fort Walker's cannon from getting into action while leaving them almost completely exposed to the Federal salvos.

Meanwhile, Du Pont's flanking squadron—including *Augusta*—followed the main group into the harbor and took station to the northwest of this ellipse in position to turn back any Southern warships which attempted to enter the fray. They did not have long to wait. The small Confederate squadron—commanded by Flag Officer Josiah Tattnall, CSN—soon steamed out and opened fire on *Augusta* and her consorts. However, the Union ships answered with a barrage that soon convinced Tattnall that his ships had more than met their match and compelled him to with-